



Los Angeles County  
Department of Regional Planning

*Planning for the Challenges Ahead*



DATE: June 2, 2005

James E. Hartl, AICP  
Director of Planning

TO: All Interested Parties

FROM: <sup>He for</sup> Daryl Koutnik, Supervising Regional Planner  
DEPARTMENT OF REGIONAL PLANNING  
Impact Analysis Section

SUBJECT: "REVISED PROJECT DESCRIPTION"  
THE CLEARMAN'S VILLAGE PROJECT  
LOS ANGELES COUNTY PROJECT NUMBER 03-147  
STATE CLEARINGHOUSE NO. 2003111123

The Regional Planning Commission (the "Commission") held a public hearing for the above-mentioned project (the "Original Project") on January 19, 2005. Public testimony was taken and several concerns associated with the Original Project such as building height, improvements along Rosemead Boulevard, and traffic conditions on local streets were brought to the Commission's attention. The Commission requested that the Applicant work with the local community to address these concerns and to return before the Commission on June 29, 2005.

With the community issues considered, the Applicant has redesigned the project. The main structure is now proposed to be located close to Huntington Drive and the proposed height reduced from 45 feet to approximately 30 feet. Associated roadway improvements and other proposed changes are described in the attached Revised Project Description. The Revised Project will be discussed at the June 29, 2005 continued Public Hearing.

Written comments may be submitted to Hsiao-ching Chen at 320 West Temple Street, Room 1348, Los Angeles, California, 90012. Or you may choose to address directly the Commission at the upcoming public hearing on June 29, 2005. All comments submitted prior to closing of public hearing will be included in the Final EIR.

If you have any questions, please contact Hsiao-ching Chen of the Impact Analysis Section at (213) 974-6461, Monday through Thursday from 7:30 a.m. to 6:00 p.m. Our offices are closed on Fridays.

Attachment(s)

## **REVISED PROJECT DESCRIPTION**

**COUNTY PROJECT NO. 03-147**  
**CONDITIONAL USE PERMIT NO. 03-147**  
**ZONING CHANGE NO. 03-147**  
**STATE CLEARINGHOUSE NO. 2003111123**

### **INTRODUCTION**

In May 2003, an application was filed with the County of Los Angeles Department of Regional Planning (DRP) requesting a Zone Change and a Conditional Use Permit pursuant to the existing Development Program for an over-in-height building and the sale of alcohol ("Original Project"). On May 27, 2003, the DRP determined that the project would have potential impacts and required an EIR be prepared for the project. The Notice of Preparation (NOP) was distributed for public review between November 24 and December 31, 2003. Subsequently, the Draft EIR was released for public comments from November 22, 2004 to January 5, 2005.

The Regional Planning Commission (the "Commission") held a public hearing for the above-mentioned project (the "Original Project") on January 19, 2005. Public testimony was taken and several concerns associated with the Original Project such as building height, improvements along Rosemead Boulevard, and traffic conditions on local streets were brought to the Commission's attention. The Commission requested that the Applicant work with the local community to address these concerns and to return before the Commission on June 29, 2005. With the community issues considered, the Applicant has redesigned the project. The main structure is now proposed to be located close to Huntington Drive and the proposed height reduced from 45 feet to approximately 30 feet. Associated roadway improvements and other proposed changes are described below in the Revised Project Description.

### **SITE CHARACTERISTICS**

The Project Site is rectangular in shape and approximately 8.1 acres in size, located at the southwestern corner of Rosemead Boulevard and Huntington Drive in an unincorporated portion of the County of Los Angeles. The Project Site is bounded to the north by Huntington Drive, to the east by Rosemead Boulevard, to the south by Fairview Avenue, and to the west by single family residential properties. The intersection of Rosemead Boulevard and Huntington Drive functions as a commercial area for the community, where other uses include a bank, liquor store, grocery store, gas station, office building, fire station, and other retail uses. Although located within the County of Los Angeles jurisdiction, the Project Site is proximate and adjacent to the Cities of Temple City, Arcadia, Pasadena, San Gabriel, and San Marino.

The site is currently zoned C-1, C-2, C-H-DP, and R-3. The correct General Plan (GP) designation for the site is Medium Density Residential. In the DEIR and based on GP "interpretive" maps, the applicant and staff incorrectly concluded that the GP designation for the site is commercial. However, these "interpretive" maps were prepared for the pending GP update and did not reflect the 1980 GP land use designation. However, the proposed use could be found to be consistent with the designation if the County concludes that the proposed use is local-serving commercial.

## SITE CHARACTERISTICS

The site is currently developed with three restaurant buildings (approximately 28,075 square feet), eleven retail buildings (approximately 21,776 square feet), dental office use (approximately 7,000 square feet), office uses (approximately 2,400 square feet), and five single family residential dwelling units.

## ORIGINAL PROJECT DESCRIPTION

Development associated with the Original Project included construction of a new, two-story, 45 feet in height, approximately 98,500 square foot building for retail sales and associated parking. In addition, the existing Galley restaurant would be demolished and rebuilt in an alternate location on the Project Site immediately south of the northern property boundary along Rosemead Boulevard in a new, approximately 8,500 square foot, one-story building. The existing Northwoods Inn restaurant, approximately 15,000 square feet in size, would remain at its existing location on the Project Site. The Original Project site plan is attached as **Exhibit 1: Original Project Site Plan**. Approximately 657 parking spaces would be provided collectively for retail and restaurant uses under the Original Project. The Original Project Site Plan depicts that the retail building was to be located on the western portion of the site, approximately equidistant between Huntington Drive and Fairview Avenue.

Under the Original Project, access to the Project Site would be provided via two driveways located along Rosemead Boulevard and two driveways located along Huntington Drive. All Original Project driveways were existing driveways except the westerly driveway on Huntington Drive which would be relocated from its existing location along Huntington Drive nearer the intersection with Rosemead Boulevard. A gated driveway was proposed along Fairview Avenue for exclusive use by the Fire Department. Development of the Site was anticipated to require approximately 6,000 cubic yards of earth to be graded and balanced on site to accommodate the Original Project. Additionally, approximately 3,464 tons of debris would be generated as a result of demolition of existing Site uses.

## REVISED PROJECT DESCRIPTION

The Revised Project includes the proposed construction of a new, one-story building of approximately 88,407 square feet for retail sales and associated surface parking. The new structure is proposed to be approximately 30 feet in height, consistent with the existing East Pasadena-San Gabriel Community Standards District. In addition, the existing Galley restaurant will be demolished and rebuilt in an alternate location on the Project Site immediately south of the existing Fire Station, in a new, approximately 8,500 square foot, one-story building similar to the Original Project. The existing Northwoods Inn restaurant, approximately 15,000 square feet in size, would remain on the Project Site. The Revised site plan is attached as **Exhibit 2: Revised Site Plan**. The Revised Site Plan shows the retail building to be relocated to the northern portion of the site, adjacent to Huntington Drive. A summary of the differences between the Original Project and the Revised Project is provided in **Exhibit 3: Parameters Matrix**.

Under the Revised Project, approximately 501 parking spaces will be provided collectively for retail and restaurant uses to meet the Code requirement of 501 parking spaces. Parking for the department store will be provided primarily in the middle and southern sections of the Project Site, as associated with the architectural projections proposed to identify the primary entrance to the building. Parking for both the Northwoods Inn & the Galley restaurants will be provided toward the eastern portion of the site in the near vicinity of these establishments.

Access to the Project Site under the Revised Project will be provided via one driveway along Huntington Drive (one less than under the Original Project), two driveways along Rosemead Boulevard, and one driveway along Fairview Avenue which would be open for public access. The location of the Huntington Drive driveway will be along the western property boundary and will have full access to the site and the primary parking area. This driveway will permit right-turn ingress and right-turn egress only. The northern driveway on Rosemead Boulevard will permit access only to a 22-space employee parking lot to be located just north of the Northwoods Inn with right-turn ingress and right-turn egress only. The southern driveway on Rosemead Boulevard will be located immediately north of the Fire Station and will permit full access to the site and the primary parking. This will be the primary access point to the site and will permit both right-turn and left-turn ingress but right-turn egress only. The proposed driveway along Fairview Avenue will be located along the southeastern property boundary, immediately adjacent to the existing development fronting Rosemead Boulevard. This driveway will provide full access to the site and the primary parking but will allow only right-turn ingress and left-turn egress. Access driveways along Rosemead Boulevard and Fairview Avenue will have physical barriers ('pork-chop' islands) to require the proposed directional ingress and egress. To aid in the overall circulation of traffic in the area and on the site, the Revised Project includes installation of a traffic signal at the intersection of Rosemead Boulevard and Fairview Avenue, the improvement of a deceleration lane on southbound Rosemead Boulevard south of Huntington Drive, as well as restriping and median modification to provide dual left-turn lanes on both northbound and southbound Rosemead Boulevard at Huntington Drive. Proposed lane configurations under the Revised Project are shown in **Exhibit 4: Lane Configurations with Revised Project and Project Mitigation**. Exhibit 4 shows area-wide project-related mitigation as well as those improvements proposed under the Revised Project. A new traffic analysis was prepared to analyze the Revised Project access scheme and improvement design. The conclusions of this revised analysis with respect to Level of Service at project-area study intersections are summarized in **Exhibit 5: Summary of Mitigated Project Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours**. The new traffic analysis is available for review at the Department of Regional Planning.

Development of the Site is anticipated to require approximately 6,000 cubic yards of earth to be graded and balanced on site to accommodate the Revised Project. Additionally, approximately 3,464 tons of debris will be generated as a result of demolition of existing Site uses.

## REVISED PROJECT IMPACT ANALYSIS

As determined by the Los Angeles County Department of Regional Planning (DRP), the scope of potentially significant environmental impacts for the project includes:

- Air Quality      • Environmental Safety      • Noise
- Solid Waste      • Traffic

Impacts of the Original Project to other areas of potential concern were determined to be less than significant based on the nature of the Original Project (i.e., replacement of existing retail space), the developed nature of the Project Site and surrounding properties, and the length of time that the Project Site has been developed. Areas determined to be less than significant include soils/geology and fire hazards; biota, cultural, mineral, and agriculture resources; visual qualities; sewage disposal, education, and fire/sheriff services; land use, and population/housing/employment/recreation.

An EIR was prepared for the Original Project and impacts identified as significant under the Original Project included construction air quality, construction noise and operational noise. Impacts to solid waste/environmental safety as well as traffic were determined to be less than significant under the Original Project.

Due to the reduction in square footage, relocation of the retail building and loading dock activities, and changes to site access and roadway improvements, the environmental analysis was considered for the Revised Project. The Revised Project will not generate any additional impacts or increase the severity of impacts identified under the Original Project. Due to the reduction in square footage, impacts to solid waste under the Revised Project will continue to be less than significant. To address changes identified in the Revised Project, technical reports were completed with respect to noise and traffic. The results of these technical reports are summarized below and are available for review at the Department of Regional Planning.

### *NOISE*

Although the proposed uses on the site will not change under the Revised Project, based on the relocation of the proposed retail building and associated parking on the site, relocation of the proposed loading dock, and the reduction in square footage and therefore vehicle trips generated at the Project Site, the noise analysis was revised for the Revised Project. This noise analysis also took into consideration the potential for single event noise disturbances occurring from increased on-site activities. As with the Original Project, the Revised Project is anticipated to result in a significant construction noise impact due to the proximity of the site to adjacent residential properties. The Revised Project will also result in a significant operational noise impact similar to the Original Project due to the removal of a row of homes that currently function to reduce noise levels at homes along Sultana Avenue. While noise levels will not exceed the existing ambient residential noise standards, the increase in dB at these residences is anticipated to be +7dB, 2dB above the established threshold of +5dB. However, this is still considered a significant operational noise impact.

## *TRAFFIC*

To address the changes in access, roadway improvements and building square footage a new traffic study was prepared for the Revised Project. Changes identified in the Revised Project with respect to traffic include: building relocation to the north end of the Project site; installation of a deceleration lane along southbound Rosemead Boulevard south of Huntington Drive; restriping and median modification to provide dual left-turn lanes on northbound and southbound Rosemead Boulevard at Huntington Drive; changes to the number and location of Project Site driveways; and installation of a traffic signal at Rosemead Boulevard and Fairview Avenue. Proposed lane configurations under the Revised Project are shown in **Exhibit 4: Lane Configurations with Revised Project and Project Mitigation**. Exhibit 4 shows area-wide project-related mitigation as well as those improvements proposed under the Revised Project. These improvements were recommended by both County of Los Angeles Department of Public Works, Traffic and Lighting Division (CLAPW) and California Department of Transportation (Caltrans).

In addition to the eleven study intersections analyzed for the Original Project, the intersection of Rosemead Boulevard and Fairview Avenue was included as a study intersection in the revised traffic study for a total of twelve study intersections. Based on the Revised Project design, CLAPW and Caltrans agree and recommend the following Access scheme:

- *Huntington Drive*: One driveway will be provided along Huntington Drive, located along the westerly property boundary. Due to the existing raised median on Huntington Drive, this driveway will accommodate right-turn ingress and right-turn egress movements only.
- *Rosemead Boulevard*: Two driveways will be provided along Rosemead Boulevard. The northern Rosemead Boulevard driveway will be located north of the Northwoods Inn restaurant. This driveway will provide access to an employee parking lot only and will permit right-turn ingress and egress movements only. The southern Rosemead Boulevard driveway will be located immediately north of the existing fire station. The existing raised median on Rosemead Boulevard will be modified to accommodate left-turn and right-turn ingress movements, as well as right-turn egress movements. Additional warning devices may be installed on Rosemead Boulevard to facilitate movements of emergency vehicles if deemed warranted by Caltrans to and from the fire station located adjacent to the proposed Revised Project driveway.
- *Fairview Avenue*: A driveway on Fairview Avenue will be constructed to accommodate right-turn ingress and left-turn egress movements only so as to minimize Revised Project-related trips from using the portion of Fairview Avenue west of the Project Site. This driveway will be located at the eastern property boundary along Fairview Avenue, adjacent to the existing development that fronts Rosemead Boulevard.

Due to a reduction in square footage, the Revised Project will generate approximately 3,164 net new daily trips, approximately 312 trips less than the Original Project. Conclusions of the new traffic analysis with respect to Level of Service at project-area study intersections are

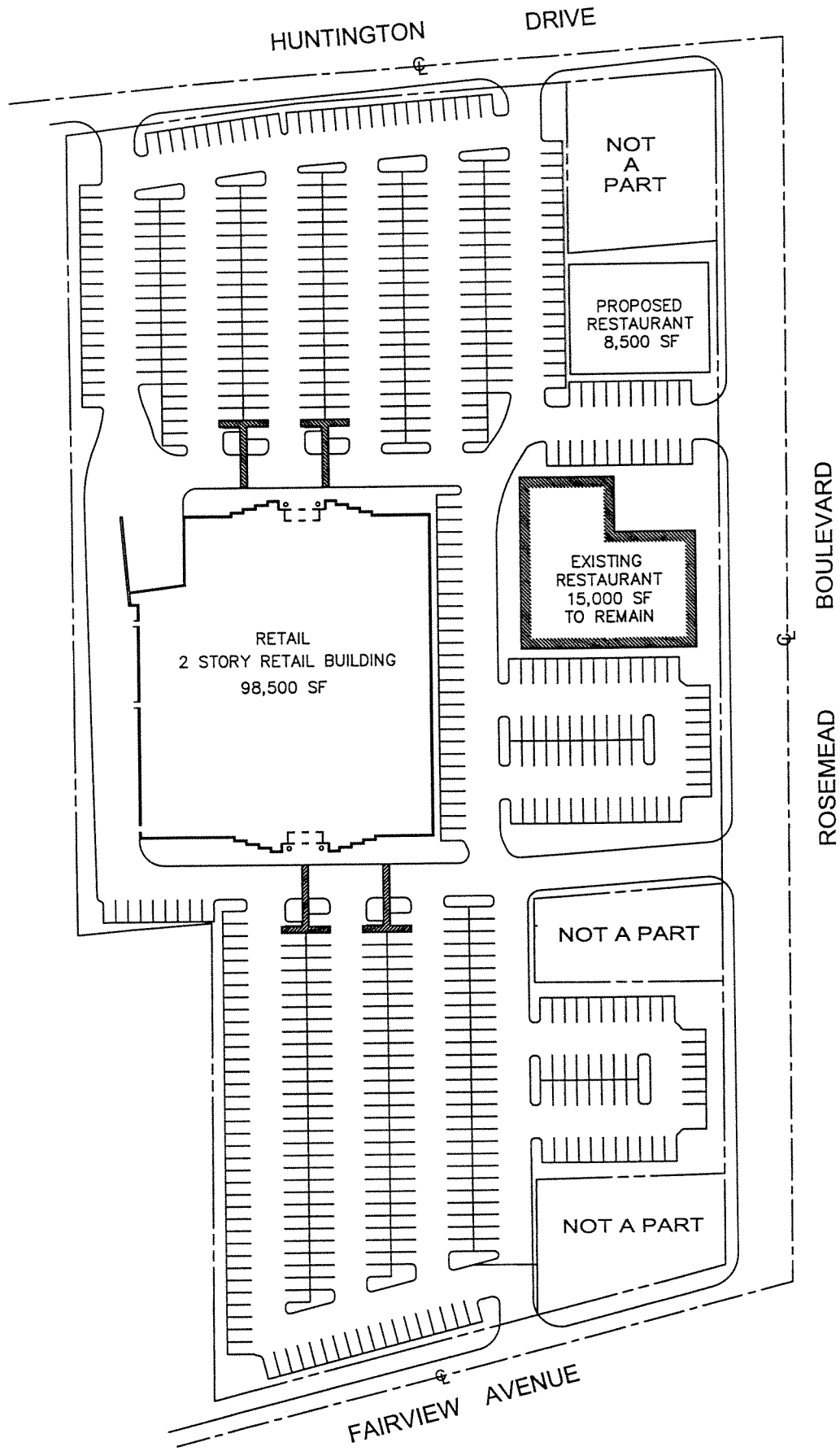
summarized in **Exhibit 5: Summary of Mitigated Project Volume to Capacity Ratios and Levels of Service AM and PM Peak Hours**. While the Revised Project will meet 501 parking space requirement of the Code for the Revised Project, the number of parking spaces provided on-site under the Revised Project is less than that provided under the Original Project. Based on the reconfiguration of the site and the decrease in on-site parking, an on-site parking utilization analysis was prepared for the Revised Project. The parking utilization analysis indicated that due to the differing peak hours of patronage between the retail and restaurant uses, the peak-hour parking demand will be met by the provided parking. Therefore, similar to the Original Project, with incorporation of mitigation measures the Revised Project will result in a less than significant impact to traffic.

#### **DISCRETIONARY ACTIONS REQUESTED**

Based on the reduction in height from 45 feet to approximately 30 feet under the Revised Project, the Conditional Use Permit for an over-in-height building requested under the Original Project is no longer required. As a result, similar to the Original Project, the following discretionary actions are requested under the Revised Project:

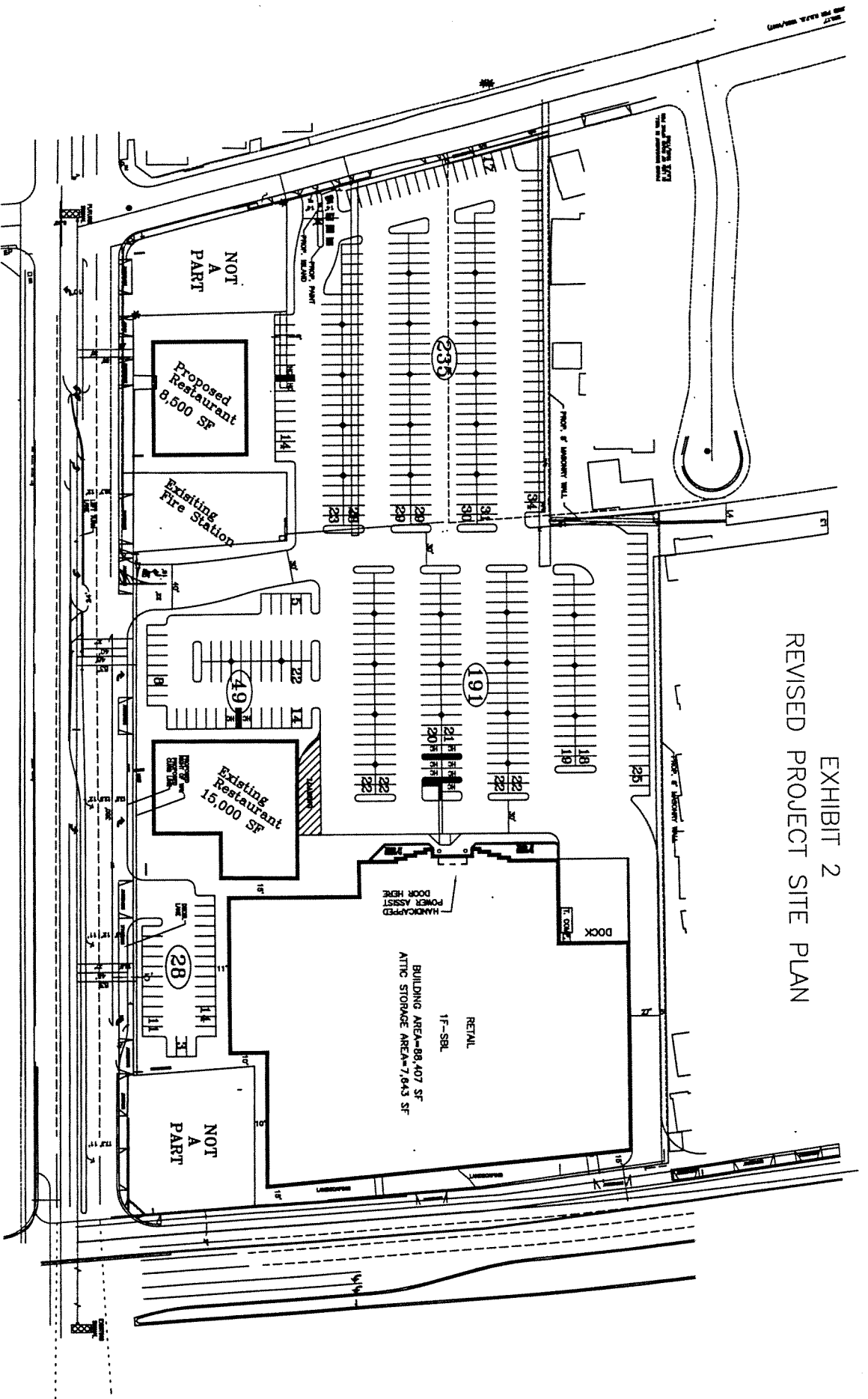
- Zone Change from C-1 to C-2-DP over approximately 3.7 acres
- Zone Change from C-2 to C-2-DP over approximately 1.4 acres
- Zone Change from C-H-DP to C-2-DP over approximately 1.8 acres
- Zone Change from R-3 to C-2-DP over approximately 1.2 acres
- Conditional Use Permit to allow the sale and on-site consumption of a full line of alcoholic beverages in a new restaurant and under the proposed DP zoning designation.
- Street improvement plans and other miscellaneous permits
- Grading and building permits and other minor permits including, but not limited to, Public Works permits
- Approval from City of Pasadena regarding traffic mitigation within their jurisdiction
- Approval from City of Arcadia regarding traffic mitigation within their jurisdiction
- Approval from City of Temple City regarding traffic mitigation within their jurisdiction
- Approval from Caltrans regarding traffic mitigation within their jurisdiction
- Non-discretionary actions requested for the Project include: Obtain Certificate of Compliance and complete lot line adjustments to consolidate/reconfigure lots

EXHIBIT 1  
ORIGINAL PROJECT SITE PLAN





# EXHIBIT 2 REVISED PROJECT SITE PLAN



**EXHIBIT 3  
PARAMETER MATRIX**

ISSUE AREA	ORIGINAL PROJECT	REVISED PROJECT
Building height	45 feet	30 feet
Square footage	Kohl's - 98,500 sf Northwoods Inn restaurant - 15,000 sf The Galley restaurant - 8,500 sf	Kohl's - 88,407 sf Northwoods Inn restaurant - 15,000 sf The Galley restaurant - 8,500 sf
Department store footprint	~50,000 sf	~88,407 sf
Discretionary approvals	1. CUP - Over in height building 2. CUP - Sale of alcohol 3. Zone change from R-3, C-H-DP, C-1, C-2 to C-2-DP	1. CUP - Sale of alcohol 2. Zone change from R-3, C-H-DP, C-1, C-2 to C-2-DP
Driveways on Rosemead Blvd	2 (existing) driveways with access to all parking Northernmost drive: Right in, right out Southernmost drive: Left/right in, right out	2 (new) driveways with access to all parking and employee lot Northernmost: Right in, right out - Employees only Southernmost: Left/right in, right out - All parking
Driveways on Huntington Dr	2 (existing) driveways with access to all parking Westernmost drive: Right in, right out Easternmost drive: Right in, right out	1 (new) driveway with access to all parking Drive: Right in, right out
Driveways on Fairview Ave	1 (existing) driveway gated with restricted public use access Drive: Left/right in, left/right out	1 (new) driveway with unrestricted access for public use Drive: Right in, left out
Distance to nearest residence from loading dock	50 feet	50 feet
Distance to nearest home from trash compactor	50 feet	80 feet
Distance to nearest home from building	50 feet	50 feet
Parking	657 provided (Exceeds Code requirement of 543 spaces by approximately 114 spaces)	501 provided (Meets Code requirement of 501 spaces)
Restaurant location	Northwoods Inn - existing The Galley - located at northernmost Rosemead Blvd frontage	Northwoods Inn - existing The Galley - located at southernmost Rosemead Blvd frontage

## EXHIBIT 4

## SUMMARY OF MITIGATED PROJECT VOLUME TO CAPACITY RATIOS AND LEVELS OF SERVICE AM AND PM PEAK HOURS

No	Intersection	Peak Hour	[1] Year 2003 Existing		[2] Year 2006 w/Ambient Growth		[3] Year 2006 w/ Proposed Project				[4] Year 2006 w/ Project Mitigation			
			V/C	LOS	V/C	LOS	V/C	LOS	Change V/C [(3)-(2)]	Significant Impact?	V/C	LOS	Change V/C [(4)-(2)]	Mitigated ?
1	Rosemead Blvd & Foothill Blvd	PM	0.852	D	0.863	D	0.870	D	0.007	NO	0.870	D	0.007	---
2	Rosemead Blvd & Colorado Blvd	PM	0.944	E	0.956	E	0.965	E	0.009	NO	0.965	E	0.009	---
3	Rosemead Blvd & California Blvd	PM	0.877	D	0.888	D	0.906	E	0.018	YES	0.862	D	-0.026	YES
4	Rosemead Blvd & Huntington Dr [a]	AM PM	0.938 0.965	E E	0.880 0.907	D E	0.883 0.938	D E	0.003 0.031	NO YES	0.883 0.893	D D	0.003 -0.014	— YES
5	Rosemead Blvd & Duarte Rd	PM	0.852	D	0.862	D	0.877	D	0.015	NO	0.877	D	0.015	---
6	Rosemead Blvd & Longden Ave	PM	0.808	D	0.818	D	0.829	D	0.011	NO	0.829	D	0.011	---
7	Rosemead Blvd & Las Tuna Dr	PM	0.905	E	0.917	E	0.922	E	0.005	NO	0.922	E	0.005	---
8	San Gabriel Blvd & Huntington Dr [a]	PM	0.917	E	0.859	D	0.862	D	0.003	NO	0.862	D	0.003	---
9	California Blvd/Sunset Blvd & Huntington Dr [a]	PM	1.035	F	0.978	E	0.982	E	0.004	NO	0.982	E	0.004	---
10	Baldwin Ave & Huntington Dr [a]	PM	0.729	C	0.668	B	0.670	B	0.002	NO	0.670	B	0.002	---
11	Rosemead Blvd & Del Mar Blvd	PM	0.754	C	0.763	C	0.779	C	0.016	NO	0.779	C	0.016	---

[a] The County of Los Angeles is implementing a traffic signal synchronization system along Huntington Drive which is planned to be completed in 2004. The future V/C ratios were reduced by 0.07, as directed by the Los Angeles County Department of Public Works, Traffic and Lighting Division staff, to reflect the planned traffic signal synchronization system.

# EXHIBIT 5

## LANE CONFIGURATIONS WITH REVISED PROJECT AND MITIGATION

